

Appendix AC:
Billings Field Office and Pompeys Pillar National
Monument Sign Plan

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BUREAU of LAND MANAGEMENT
BILLINGS FIELD OFFICE and
POMPEYS PILLAR NATIONAL MONUMENT
SIGN PLAN

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Introduction

The purpose of this Plan is to establish concise and consistent direction and guidance for the sign maintenance program, and outline the responsibilities of the Field Office/Monument staff and State Office Sign Coordinators for the maintenance of signage utilized on all public lands, waters and facilities managed by the Billings Field Office (BiFO).

Effective communication requires the clear, concise delivery of an understandable message through a powerful medium. Signs are one of the avenues for conveying information to the public about the Bureau of Land Management (BLM). They are a key factor in the way the public views the BLM's competency to manage the public lands and waters under its jurisdiction. Signs on the BLM-managed public lands and waters are our "silent employees."

A comprehensive sign program fosters safety, facilitates the management of an area, provides a learning opportunity for visitors, and offers a positive image and identity for all entities involved in the management of that area. On public lands managed by the Billings Field Office, this Plan conforms with and implements the National Sign Guidebook, which established standards and guidelines for signs and the BLM's National Sign Program.

Purpose of Plan

This Plan:

1. Describes the different types of signs and the locations where they are to be used.
2. Outlines the design standards.
3. Provides specific design standards that apply to certain types of signs, including material and specification requirements.
3. Identifies procurement procedures.
4. delineates the inventory and maintenance strategies.
5. Set schedules for implementation
5. Provides reference material and other resources.

Sign Policy/Action

This Plan provides guidance and direction for ensuring that the physical condition of BLM signage is such that it can accurately identify public lands, promote the safety of the public while visiting public lands, provide visitors with information and direction, mitigate user and management issues, and providing for the regular maintenance and professional appearance of BLM signage.

The following principles were used in formulating the Billings Field Office/Pompeys Pillar National Monument Sign Plan and are also consistent with the basis of the Bureau of Land Management National Sign Program:

1. Signs must deliver understandable messages to visitors. Each sign should address a single topic and not include jargon or technical terms. Messages should not be mixed.
2. The established BLM logo must be used, where appropriate.
3. Signs must comply with the Uniform Federal Accessibility Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG). Sections 4.1 and 4.30 from both standards provide specific guidance for signs.
4. Signing situations related to vehicular and pedestrian traffic should follow the specifications established in the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration.
5. BLM-approved international symbols and established signing industry standards must be used for sign design, fabrication, installation, and maintenance.
6. Signs must comply with pertinent Federal, State, and local laws, as appropriate.
7. The standards and guidelines in the BLM National Sign Guidebook (December 2004) must be applied consistently to ensure that areas are safe and to enhance visitors' experiences on the BLM's public lands and waters.
8. Whenever possible, signs should be used in conjunction with other media, such as maps, brochures, interpretive materials, etc. These will use interchangeable layouts, designs, text, maps, and images as much as possible.

Sign Inventory

The first step in an effective sign maintenance program is to have an accurate and current inventory. From this inventory those signs that are damaged, deteriorated, missing or down, can then be identified. A schedule can then be developed to replace these signs making it possible to estimate labor and material costs to install or repair these signs to a good condition. The inventory also provides a baseline for a condition assessment program to ensure that signs are inspected on a regular basis. These assessments will assist in identifying regular maintenance needs so future budgets can be planned and scheduled maintenance can be performed.

The Billings Field Office has a substantial, but incomplete inventory at this time, so a completion of the inventory is a high priority. Billings Field Office has numerous special emphasis areas such as WSAs, ACEC's, SRMA's, OHV areas, Wild Horse Range, etc.. These areas will have a

high priority for signing. The Billings Field Office has divided the Field Office into more manageable components for easier work. These areas are described as follows:

Pompeys Pillar National Monument: This land parcel includes the 51 acre National Monument and its related infrastructure and the adjacent ACEC for a total of 432 acres.

Big Horn County, Montana: All public lands located within Big Horn County, which includes only small isolated parcels of public lands. However BLM does work closely offsite with other agencies located in this area, such as the Crow Indian Reservation, the Northern Cheyenne Indian Reservation, and the Little Big Horn Battlefield National Monument. **Administrative Sites:** This includes the Britton Springs facility, the Bridger Fire Station, Field Office, Interagency Fire Center at Billings Airport, Sundance Lodge facility, etc..

Carbon County: This land mass includes the Pryor Mountains region, the Beartooth front region, and the large blocks of public lands between them, which overall includes several Travel Management Areas, ACECs, the Pryor Mountain Wild Horse Range, and several WSAs.

Golden Valley County: This area includes public lands on a portion of the Snowy Mountains and small blocks of public land elsewhere. It has a segment of the Nez Perce National Historic Trail on it as well, located on private lands.

Musselshell County: This area has blocks of public lands of varying size interspersed with private lands.

Stillwater County: Small block of public lands, some receiving public use, other isolated and inaccessible.

Wheatland County: Small and isolated tracts of public lands.

Yellowstone County: This area has a limited public land base, but has intensive use at popular Recreation Areas with a large urban interface.

Big Horn County, Wyoming: The Billings Field Office manages/administers 4,300 acres of public land in Big Horn County, Wyoming, which includes the southernmost part of the Pryor Mountain Wild Horse Range. The BLM works closely with the National Park Service as a portion of the Pryor Mountain Wild Horse Range (PMWHR) is located on the Big Horn Canyon National Recreation Area. The Pryor Mountains and Big Horn Tack-On WSAs both extend into Wyoming.

The BiFO staff will use Form 9130-4, "Sign Inventory/Maintenance Form", to ensure a consistent inventory of all signs. Staff will enter information from this form into the Facility Inventory Maintenance Management System database since funding to maintain signs are obtained through this system. The inventory may also be entered into a GIS system either from a hard copy or through data collection with a GPS unit. Digital photographs may be taken and

attached to the inventory sheets or entered directly into the GIS database. Staff will include all of the following items on an inventory form or in a GIS database for each sign:

- a. Date inventoried and name of person conducting the inventory;
- b. Location (initially identified on a map or as mileage from a starting point);
- c. All language on the sign;
- d. Size, color, and shape of sign (height, length, etc.);
- e. Size,
- f. Sign material;
- g. Condition of sign (good, deteriorated, damaged, missing/down, or obsolete);
- h. Type of post and attachment system (4X4 treated lumber, metal fence post, etc.);
- i. Condition of post (good, deteriorated, damaged, missing/down, obsolete); and
- j. Notes (poor location, accessibility issues, vegetation or terrain features blocking view of sign, or anything else that must be addressed later in the planning process).

When the inventory is complete, BiFO Staff will place all sign locations on a map of the area, with the detailed information cross-referenced to the Facilities Inventory Maintenance Management System. The map may consist of the several “bite-size” area maps used during the inventory (such as for the Pompeys Pillar NM/ACEC). Eventually, BiFO intends to combine all inventory data on one large map to facilitate the coordination of signs across the entire Field Office.

A working file will be established and maintained by the Field Office Sign Coordinator. Included in this file will be the inventory data, schedule of implementation, Review results, a copy of this plan, Inventory Form, sign examples and designs, encroachment permits, and any relevant communication and directives.

Sign Review

Each sign should be reviewed every 5 years to answer the following questions and determine compliance with the Sign Plan:

- a. Is the sign consistent with existing planning documentation (resource management, activity, or project plans, etc.)?
- b. Is this sign needed? Does it serve a purpose? Is it one of several in an area? Have things changed in this location so that the sign is no longer necessary?

- c. Is the sign effective? Is the message inappropriate or confusing? Is lettering too small to be read from a high-speed vehicle?
- d. Is the location of the sign still appropriate?
- e. Are sign and post materials appropriate for year-round conditions, protection from vandalism, etc.?
- f. Does the sign complement the rest of the signs in the area?
- g. What is the condition of the sign? Even if the message is appropriate and the location is a good one, is the sign faded? Is it time to replace it?
- h. Is each sign meeting required rules and regulations, such as MUTCD, UFAS/ADAAG, etc.?

Sign maintenance will be planned and scheduled annually during preparation of the annual work plan so it can be performed on a regular basis. Sign condition assessments should be performed on signs at the minimum of once every 5 years. See tentative Schedule below for details.

Billings Field Office/Pompeys Pillar NM Sign Plan Schedule				
Area (by priority)	Initial Inventory Dates	Review Dates		Notes
Pompeys Pillar NM	2013	2018	2023	Follow-up local project plan under development by staff
Administrative Sites	No record	2013		
Yellowstone County	2008 - 2009	2014	2019	High Priority for inclusion in Activity-level Plans (TMA, SRMA, etc.)
Carbon County	2008-2010	2014	2019	High Priority for inclusion in Activity-level Plans (TMA, SRMA, etc.)
Musselshell County	2008	2013	2018	Medium Priority for Activity-level Plans (TMA, ACEC)
Golden Valley County	2008	2013		Low priority. No or limited public access to public lands
Stillwater County	2013	2018		Low Priority - No or limited public access to public lands
Wheatland County	Not done			Low Priority- No signs – no public

				access
Big Horn County, MT	Not done			Low Priority - No signs – no surface public lands
Big Horn County, WY	2008 -2010	2014	2019	Small amount of data – included with Carbon County

It intended that condition assessments be performed in conjunction with other assessments such as recreation sites, administrative sites, roads and trails, in an effort to increase efficiency and reduce the resources needed to perform similar actions within the same area.

Condition assessments will be performed to determine the condition and effectiveness of BLM signage. This includes evaluating the legibility, appearance, visibility, reflectivity, verification of location, condition of the sign support structure, and condition of the sign itself using the following condition ratings: Good, Deteriorated, Damaged, Missing/Down, Obsolete. The following information, at a minimum, should be collected while performing a sign condition assessment. The sign ID number (the unique identification number assigned within the sign data base for each sign), inspectors name and the date of inspection, the condition rating of the sign, and the condition rating of the sign support structure, and a current digital photo of the sign.

The following definitions of the Condition Ratings should assist in determining the condition of a sign.

Good – The sign may have experienced some weathering, but its lettering and symbols are legible. The sign is intact, with no holes or broken portions. It may need some cleaning to eliminate accumulated dirt and some minor touch up painting. No vegetation or other objects obscure the sign.

Deteriorated – The sign has been extensively impacted by weathering, requiring extensive cleaning and painting to restore it to its original condition. Lettering and symbols are just legible, and reflectivity is about half of what it was when the sign was installed new. Vegetation may also be starting to encroach on the sign. There may also be minor damage to the sign. These signs should be scheduled to be repaired or replaced; vegetation should also be cleared to restore visibility. Signs that are not able to be restored or repaired should be scheduled to be replaced.

Damaged – The sign is weathered to the point that its message is no longer legible. It has severe damage from holes or other vandalism. The sign may be repaired temporarily, but it should be replaced as soon as possible.

Missing/Down – The sign is either missing or damaged beyond repair. If a sign is still needed, a replacement sign should be ordered immediately.

Obsolete – The sign message is outdated or incorrect. Sign should be updated or removed as soon as possible.

If any action is taken on a sign, that action should be noted and the information added to that specific sign's record within the sign data base. This is to ensure the information contained within the data base is kept current. Actions include:

- 1.) Install, which is the initial placement and positioning of a sign.
- 2.) Inspect which is to view or examine officially, checking for structural integrity and whether the sign message is legible.
- 3.) Replace, which is the exchange of a sign with one that is identical to the sign that was originally placed.
- 4.) Repair, is the fixing or restoring of a sign to a good or sound condition, from a damaged or deteriorated condition.

Sign Categories

Following the BLM Nationwide standards, BiFO signs are grouped into the following categories: identification signs; guide signs; informational signs; traffic control devices; regulatory, warning, and safety signs; and a miscellaneous group that includes temporary, specialty and special event signs. Each of these categories has its own requirements and functions. Messages should not be mixed on a single sign or in a grouping of signs if it leads to sign clutter.

- A. Identification Signs. Identification signs help to orient the visitor, project the presence and image of the BLM to the visitor, and identify important areas, facilities, and visitor amenities. These signs also provide public land visitors with a ready recognition of BLM facilities, projects, and services. Messages are primarily text and should be limited to key ideas and information. These signs should not contain any interpretation. If an area is cooperatively managed, an identification sign may display the names/logos of the other entities.

Identification signs must be the standard truncated shape, be recreation brown in color, and include the BLM emblem of proportional size.

- B. Administrative Signs. These signs are used to identify office buildings, field stations, such as Britton Springs visitor centers such as at Pompeys Pillar NM, etc., and must include a raised emblem.

All Administration signs must be the standard truncated shape, be recreation brown in color, and include the BLM emblem of proportional size.

- C. Feature Signs (Kiosks). The BiFO has a standard design and layout for Kiosks, which includes a map on the left side, resource information and regulations on the right, and contact numbers on the bottom. There is a brown banner along the top with the name of the site in the middle and a BLM logo and American Flag on either side. Kiosks are located only at high use areas, specifically at parking lots, trailheads, staging areas or entrance portals where vehicle pull-outs are available.

The Pompeys Pillar National Monument has its own but similar design and layout for its Kiosks.

- D. Area Signs. These signs designate the primary entrances to a popular land area, facility, or group of facilities. Area signs are located along primary access routes serving each area. This includes Pompey Pillar National Monuments, the South Hills Off-highway Vehicle (OHV) area, and the other BiFO Special Recreation Areas. The emblem may be raised on this type of sign, depending on the significance of the area.

These signs are recreation brown in color, and include the BLM emblem of proportional size.

- E. Guide Signs. Guide signs direct the visitor to a specific destination, such as facilities, projects, features, or points of interest. These signs will typically use arrows and distance indicators. These signs must be truncated in shape, be recreation brown, and contain the BLM emblem, unless a different shape is dictated by another jurisdictional agency such as a State highway department for a highway right-of-way. International symbols may be used when possible to provide supplemental information in a simple, concise manner. Directional signs will be located to provide the visitor adequate time to make a decision. Reassurance markers (route markers) may be placed along roads and trails, typically at the beginning, at the end, at intersections, or periodically along the route. The type of sign will vary depending on the project, such as large square Nez Perce NHT signs to brown fiberglass route markers along BLM designated roads and trails. As a general standard, the BiFO will use brown for direction, red or yellow for warning, and white for informational along travel routes.
- F. Informational/Interpretive/Regulatory Signs/Panels. Informational signs which provide limited educational opportunities and identify unique and unusual features as well as appropriate regulations. They enhance the public's awareness and appreciation of the public lands and waters. The BFO will use this type of sign at entrance portals and high destination area such as the Four Dances Natural Area/ACEC and Sundance Recreation Areas, Pompey Pillar NM, etc.

Specifically, the information should be based on a solid theme and central message.

Graphics, poetry, or other art forms may be used to illustrate the theme. Stories or descriptions of events unfolding should be used to teach concepts instead of identifying straight facts. Titles should use five words or less to identify the point or idea. Subtitles should be used to identify the theme and introduce text paragraphs. Appropriate colors reflecting the surrounding environment should be incorporated into the design. Letters should be at least 24 points in size. Entire text blocks should not be in all capital letters. Text should be written to convey a simple message. Graphics should be clear, easy to identify, and complement the text.

Regulatory signs should be legible and plainly displayed from any approach to a facility or feature, whether the visitor is on foot or in a vehicle. When appropriate, signs should be erected to assist in controlling authorized use, in deterring unauthorized entry and use, or in precluding accidental entry. The size, color, lettering, and the interval of posting must be appropriate for each situation.

The message on Regulatory Signs should be positive rather than prohibitive or negative, and should explain the reason for the restrictions to enhance the visitor's understanding. Signs should be rectangular, unless otherwise directed by a higher authority (MUTCD), and do not have to display the BLM emblem.

- G. Accessibility. These signs identify particular areas or facilities/programs that are universally accessible. There are four areas or facilities where the International Symbol of Accessibility (ISA) is required to be posted according to the two Federal Accessibility Standards (the Uniform Federal Accessibility Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG)). The four areas/facilities requiring the ISA (ADAAG Section 4.1.2.(7)) are accessible parking spaces, accessible restrooms, accessible loading zone, and any accessible entrance to a building. The BiFO will mark and maintain these as the highest priority field office wide.
- H. Miscellaneous Signs. Temporary signs may be necessary at construction sites, fires, etc., and will be used only for specific periods of time. They are temporary, highlight special conditions or hazards, and may include seasonal messages or special precautions. They will be placed at appropriate high-visibility areas and removed when no longer necessary. Signs should be mounted appropriately and not fastened to trees or other natural features.

Signs used under emergency responses have no specific guidelines and will be designed and constructed as needed by the BiFO staff, with as much input and assistance from other affected parties as practical, given the circumstances.

The temporary use of banners and signs designating a special, one-time public event on the BLM public lands and waters is allowed. Although there are no specific guidelines, the National Sign Center may be contacted to design and create banners for special events, such as National Public Lands Day, National Trails Day, National Fishing and Boating Week, Great Outdoors Week, the Clark Days Commemoration, etc.

- I. General Purpose Signs. These are signs that are not specific to the BLM. Stop signs, speed limit and other traffic signs and Occupational Safety and Health (OSHA) signs are examples of signs that fall into this category.

OSHA signs must conform to the Occupational Safety and Health Standards (29 CFR 1910.145). BLM Staff are required to acquire them from Prison Industries or locally if not available and if permitted by the State Sign Coordinator.

Traffic signs have very stringent requirements and must be designed and installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). These signs include any type of vehicular-related traffic control messages. Traffic control devices must be justified by legal warrants signed by a professionally registered engineer as specified in MUTCD.

Design Standards

All Sign Standards set in the BLM Sign Manual (BLM MS-9130) will be followed. All sign standards set by the U.S. Department of Transportation will be followed, when applicable. If other agency standards apply, such as sign standards specific for the Nez Perce National Historic Trail, these will be adhered to, with a copy of the sign standards retained in the Sign Plan file for future reference.

Relationship to other Plans

The Resource Management Plan (RMP) discusses in general terms the BiFO management strategy and direction. In its new draft RMP (2013), the BiFO travel management decisions are to designate a motorized and non-motorized route system. All non-designated but existing routes would be closed, possibly rehabbed, but not signed. Only designated routes would be signed as open. Specifics of implementation, including signing, brochures, and maps will be addressed in Activity-level Travel Management Plans. Special Recreation Management Areas (SRMAs) would also be addressed through Activity-level plans. ACECs may or may not have Activity-Level Plans.

Permits, Clearances, and Inventories

Appropriate clearances such as Endangered Species Act (ESA), inventories for cultural resources, or National Environmental Policy Act (NEPA) documentation may be required. Prior to the BLM installing any sign, the appropriate jurisdictional agency must grant its permission. This may include the State Department of Transportation if the sign will be placed along a State highway, or the county road and bridge department if the sign will be installed along a county road. Encroachment Permits issued by the managing agency will be retained in the BiFO Sign Plan File.

When placing BLM signs on roads under other jurisdiction, BiFO staff should coordinate signing requirements with that agency. In those instances, staff should follow the placement and installation guidelines and standards of the agency with jurisdiction of the road.

Sign Placement

Placement involves the horizontal positioning, vertical height, and location along the roadway where the sign is placed. The general standard for BiFO is to place all signs on the right-hand side of the traveled way as close to the standard location as is practical.

Consider the following guidelines when selecting sign placement locations:

1. Place signs where they provide adequate time for proper viewer response, considering factors such as speed, trail or road conditions, intermediate intersections, and road/trail geometry.
2. Select locations that minimize viewing obstructions. Some common placement locations to be avoided include:
 - Dips in the roadway or trail.
 - Just beyond the crest of a hill.
 - Where a sign could be obscured by other signs.
 - Where the sign may interfere with the normal operation of the facility.
 - Where there is increased need for drivers to focus on the roadway.
 - Too close to trees or other foliage that could grow to cover the sign face.
 - Snow removal areas.
 - Site location where a significant viewpoint is impaired

3. Erect signs individually on separate posts or mountings except where one sign supplements another, such as a warning sign with an advisory speed plaque, or where route markers and destination signs must be grouped.

All signs need to be visible to users in time for them to see the sign, perceive the message, react, and complete the necessary maneuver considering approach speeds and conditions.

Place regulatory signs at or near where their mandate or prohibition applies or begins.

Warning signs are normally placed in advance of the situation to which they call attention to allow adequate time for proper response.

Sign faces should be placed at approximately right angles to and directly facing traffic they are intended to serve. On curves, orient the sign to face the oncoming traffic—not the road edge.

Sign Priority

Priorities for signing are listed below in order of importance:

1. Public health and safety.
2. Entrances to and boundaries of areas of national significance (e.g., Pompeys Pillar National Monument, Nez Perce and Lewis and Clark National Historic Trails, Wilderness Study Areas) – NLCS units and the PMWHR.
3. Special management areas (e.g., recreation sites, watchable wildlife sites, trails, back country byways, etc.).
4. Visitor enhancement and convenience.
5. Major concentrations of BLM-managed public lands and waters on major thoroughfares crossing large blocks of public lands.
6. Isolated or small parcels of public lands with no or limited access or use.
7. Conformance of existing signs to new standards, especially in high Priority Areas (see above)

Sign Ordering and Storage

All signs will be ordered through appropriate administrative procedures described in other sections of this plan. The signs may be stored at sites throughout the FO prior to installation but individual programs are responsible for them. Any obsolete, damaged, or decayed signs which can be recycled should be brought to a central location designated by the Field Office Manager and disposed of from there on an annual basis, if necessary. Individual programs will be responsible for their own signs and funding. If several programs are involved, the programs will split the cost.

Sign Data Base

The sign data base is intended to be on an electronic shared drive readily accessible to all BiFO staff members and as a paper file located in the Field Office. Any changes on the ground should be changed at the same time on this database and meet the standards as noted above (See “Sign Inventory” section). A new Form 9130-4, “Sign Inventory/Maintenance Form” will be filled out for each new or replacement sign, kiosk, or interpretive panel. At least once each fiscal year the Field Office Sign Coordinator shall imitate a field office-wide staff review of deteriorated, damaged or newly required signs.

Staff Responsibilities

The following key positions are described, to better define duties and responsibilities, regarding sign maintenance.

National Sign Center: Establishes quality control, consistency, and standardization in all BLM signage. Identifies and recommends other public and private sources for the design and production of BLM signs. The Sign Center ensures that all materials produced are consistent with current laws, regulations, and policies. The Sign Center should produce all BLM signs and sign orders in a timely and cost-effective manner. The Sign Center provides expertise on design and materials when requested.

The National Sign Center in Rawlins, Wyoming, is the clearinghouse for all custom BLM signs. Safety and traffic signs should be ordered from the Federal Prison Industries (Unicor). The Sign Center will determine the most efficient cost-effective source whether it be in-house or contracting for the design and production of these signs. The Sign Center is available for assistance with special interpretative products.

National Sign Coordinator: Develops and maintains the BLM National Sign Program. Creates and develops program objectives. Develops current standards and evaluate procedures. The National Sign Coordinator provides program standards and specifications. The National Sign Coordinator approves the appropriate content on all BLM standard signs and has review and approval authority for all BLM signs not conforming to the established standards in the Sign Guidebook; Coordinates the numbering, printing, and issuing of all standard BLM signs. Coordinates and collaborates with all State Sign Coordinators in developing a National Sign Strategy and a National 5-Year Sign Maintenance Plan; Coordinates with all State Offices, program offices, State representatives, and Field Offices to achieve management goals. Has review and approval for all requests for alternative sources of design and production for all BLM signs. Coordinates and collaborates with the National Interpretive Lead on the design and production of interpretive waysides. Coordinates and collaborates with the National Accessibility Lead to ensure the design and production of all signs meet accessibility guidelines.

State Sign Coordinator: The State Sign Coordinator is responsible for producing and updating the State's 5-year sign plan and providing the data to the National Sign Coordinator. The State Sign Coordinator also provides guidance regarding sign maintenance issues and tracks overall sign maintenance needs identified within the statewide sign database. The State sign coordinator will be available to assist and provide guidance to Field Office staff.

Field Office Sign Coordinator: The Field Office Sign Coordinator is responsible for ensuring that the sign database inventory is complete and up to date. They are also responsible for creating and maintaining the Field Office's 5-Year Sign Plan and ensuring that maintenance, and replacement schedules for signs are performed on a regular basis and in an efficient manner. They coordinate with the Field Office personnel that can help and assist with sign maintenance such as equipment operators, recreation planners, and engineers. These are the "on the ground" personnel that keep the signage in good condition and looking professional.

Staff Input

Prepared by (team members):

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Jay Parks – Wildlife Biologist
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Jared Werning – Equipment Operator

References

Highway Safety Act of 1966 (as amended).

Omnibus Public Land Management Act of 2009 (public Law 111-11)

National Environmental Policy Act of 1969 (NEPA), as amended. 42 U.S.C, 4321 et seq.

The Archaeological Resources Protection Act of 1979 (P.L. 96-95; 93 Stat. 721; 16 U.S.C. 470aa)

The National Trails System Act of 1968, as amended, P.L. 90-543, P.L. 110-229 and 16 U.S.C. 1241-1251

The Sikes Act, as amended, 16 U.S.C. 670a-670o and P.L. 90-465

The Architectural Barriers Act of 1968, as amended, 42 U.S.C. 4151

Executive Order 13195 (Trails for America in the 21st Century)

Executive Orders 11644 (1972) and 11989 (1977) – Off Road Vehicle Management Policies

BLM Travel and Transportation Manual (MS-1626)

42 U.S.C. 4332 – Cooperation of Agencies

BLM Manual 1601 – Land Use Planning

BLM Manual 9100 – Facilities Planning, Design, Construction, and Maintenance.

BLM Manual 9130 – Sign Manual

43 CFR 2920 – Leases, Permits, and Easements

43 CFR 8342 – Off-Road Vehicles: Designation Procedures

43 CFR 8364 – Visitor Services: Closure and Restriction Orders

BLM's National Management Strategy for Motorized Off-highway Vehicle Use on Public Land (January 2001).

National Mountain Bicycling Strategic Action Plan (BLM/WY/PL- 0303/001+1220).

National Scenic and Historic Trails Strategy and Work Plan (BLM-WO-GI-06-020-6250).

The BLM's Priorities for Recreation and Visitor Services (Purple Book May 2003).

BLM's Unified Strategy to Implement —BLM's Priorities for Recreation and Visitor Services (January 2007).

Planning and Conducting Route Inventories (BLM Technical Reference 9113-1).

Roads and Trails Terminology, U.S. Department of the Interior, Bureau of Land Management, Washington DC, 20240 (Technical Note 422).

43 CFR 8341.2 or 8364.1. Temporary Closure or Restrictions.

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